

Claims

What is claimed is:

5 1. A computer-implemented system for providing dynamic and real-time air travel information, comprising:

a reservation system for holding the information;

a passenger information delivery system ("PIDS") for providing the information;

a flight progress event system ("FPES") for providing the information;

10 one or more gate workstations for displaying the information to agents;

one or more gate information display systems ("GIDS") for displaying the information to passengers and other interested parties;

an Internet for passing the information from the world wide web to the workstation and the GIDS; and

15 a computer network for passing the information to and from the reservation system, the PIDS, the FPES, the workstation, and the GIDS.

2. The system of claim 1, wherein the workstation comprises a gate reader for scanning and updating the information.

3. The system of claim 2, wherein the gate reader comprises:

a scanning device for scanning the information; and

a printer for printing the information.

25 4. The system of claim 1, wherein the GIDS comprises:

a GIDS manager for maintaining activated screen files, which are screen files holding information about what will be displayed on screens that have been activated;

a GIDS master database for storing the screen files; and

a GIDS display for showing screens using the activated screen files.

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5. The system of claim 4, wherein the GIDS manager comprises a clock for determining when and how long the screens are shown.
6. The system of claim 4, wherein the GIDS master database comprises an active loop database for storing the activated screen files.
7. The system of claim 1, wherein the information comprises advertising information.

8. The computer-implemented process for providing updated air travel information, comprising the steps of:

showing the passengers activated idle mode screens, the activated idle mode screens being screens holding the information shown more than a predetermined time period before a flight departure and turned to active;

asking if it is the predetermined time period before the flight departure;

if it is not the predetermined time period before the flight departure, showing the activated idle mode screens;

if it is the predetermined time period before the flight departure, showing activated departure mode screens, the activated departure mode screens being screens displaying the information shown after the predetermined time period before the flight departure and turned to active;

having the agent decide whether or not to show activated boarding mode screens, the activated boarding mode screens being screens displaying the information shown prior to boarding and turned to active;

showing the activated departure mode screens if the agent decides not to show the activated boarding mode screen; and

showing the activated boarding mode screens if the agent decides to show the activated boarding mode screens.

9. The process of claim 8, wherein the information comprises advertising information.

10. The process of claim 8 or 9, wherein activating the screens comprises:

pre-flagging a screen as activated;

flagging a screen as activated using an agent; and

flagging a screen as activated using the information.

11. The process of claim 10, wherein flagging a screen as activated using the information comprises:

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14. The process of claim 8 or 9, wherein the boarding mode screens comprise standby screens with dynamic and real-time passenger seat information.

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a regular standby screen for displaying passenger names, in a prioritized order, of passengers waiting for a seat;

a cleared standby screen for displaying passenger names, in a prioritized order, that have been cleared to board.

**16.** The process of claim **14**, wherein the process of displaying passenger names is done while preserving the privacy of the passenger.

having a passenger present a previously-issued scannable document at the workstation;  
having the workstation determine the passenger's boarding eligibility and current seat assignment; and

having the workstation print a seat assignment receipt, allowing the passenger to board without agent intervention.

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